AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (currently amended) The cam bolt assembly for using in a vehicle's suspension system to adjust the vehicles wheel alignment comprising:

a threaded fastener defining a pair of longitudinal channels and a head portion, a knurled portion disposed adjacent to the head;

first cam non-rotatably plate coupled to the knurl portion threaded fastener;

second cam plate defining an aperture mated to the pair of longitudinal channels; and

wherein at least one of the first of second cam plates has an arcuate slot configured to mate with a component of the suspension system.

2. (original) The cam bolt assembly according to claim 1 wherein the first and second cam plates comprise an arcuate slot.

3. (original) The cam bolt assembly according to claim 1 wherein the threaded fastener has a t-shaped cross section.

4. (currently amended) The cam bolt assembly according to claim 1 wherein the ~~threaded fastener has a~~ knurl portion is configured to mate with the first cam plate to prevent relative movement between the threaded fastener and the first cam plate.

5. (original) The cam bolt assembly according to claim 1 wherein the channel defines a pair of bearing surfaces which mate with a corresponding interior bearing surfaces within the aperture.

6. (currently amended) The cam bolt assembly according to claim 1 wherein the second cam plate and the channels defines an interface capable of withstanding 150 [[nm]] N-m of torque.

7. (original) The cam bolt assembly according to claim 1 wherein the threaded fastener has a diameter of about 14 mm.

8. (original) The cam bolt assembly according to claim 7 wherein the pair of channels defines a first portion having a thickness of about 8 mm.

9. (currently amended) The cam bolt assembly according to claim 8 wherein the pair of channels ~~define~~ defines an inner radius of 2.0 mm.

10. (original) The cam bolt assembly according to claim 7 wherein the pair of channels defines a second portion has a height of about 8 mm.

11. (original) The cam bolt assembly according to claim 7 wherein the pair of channels defines inner radius of about 2.0 mm.

12. (original) The cam bolt assembly according to claim 7 wherein the pair of channels are defined through threads of the threaded fastener into a central core portion the threaded fastener.

13. (original) The cam bolt assembly according to claim 7 wherein the threaded fastener comprises a shoulder portion.

14. (original) The cam bolt assembly according to claim 7 wherein the bolt has a bolt strength class of 10.9.

15. (currently amended) An automotive vehicle suspension component used to adjust the vehicles wheel alignment comprising:

a fastener having a first threaded portion defining a pair of longitudinal channels along a portion of the threaded portion, and a non-threaded portion defining a knurl;

first cam plate non-rotatably coupled to the knurl of the non-threaded portion;

second cam plate defining an aperture mated to the pair of longitudinal channels; and

wherein at least one of the first of second cam plate has an arcuate slot configured to mate with a component of the suspension system.

16. (original) The suspension component according to claim 15 wherein the first and second cam plates comprise an arcuate slot.

17. (currently amended) The suspension component according to claim 15 wherein the first threaded ~~fastener~~ portion has a t-shaped cross section.

18. (currently amended) The suspension component according to claim 15 wherein the non-threaded portion has a knurl portion configured to mate with a circular aperture defined by the first cam [[bolt]] plate.

19. (original) The suspension component according to claim 15 wherein the channel defines a pair of non-threaded bearing surfaces which mate with corresponding interior bearing surfaces within the aperture.

20. (original) The suspension component according to claim 15 wherein the threaded fastener has a bolt strength class of greater than 10.9.

21. (currently amended) The suspension component according to claim 15 wherein the longitudinal ~~channel is~~ channels are partially defined by the non-threaded portion.